

window. Rather than hang about waiting for the ice to melt, he landed, and that perfectly, by the Lorenz system. At Croydon the equivalent system would consist of lowering the first officer on a rope to look for the chalk line.

Mr. Schmidt-Rex, who has been on a two-months' intensive business tour of the United States on behalf of D.L.H., is now back at Croydon. Like all intelligent people who have recently been to America, he has returned convinced that there is no bluff about the air-line systems over there, which, he says, in confirmation of Mr. Plesman, the K.L.M. director, who has also recently visited the States, are admirably and efficiently operated.

Just before Christmas, operating firms used to be inundated with small parcels containing all sorts of small Christmas gifts liable to make the maximum Customs clearance work for a small and almost valueless consignment. In these days, however, most of the small parcels tend to go by parcel post *via* the G.P.O., Mount Pleasant, where the Customs regulations are less severe. The carrying company obtains its share of the revenue and is relieved of much troublesome work.

Capt. "Bill" Ledlie, of Olley Air Service, had an "Iraqi" Christmas card from Comdr. Scholte and the crew of one of the eastbound K.L.M. machines. It came back by Imperial air mail in very quick time. Ledlie and

Scholte are old friends, having toured Europe with a D.H.86 and a Douglas respectively some time ago. Mr. D. S. Wyles, of the Phillips Lamp Works, Sydney, Australia, recently made a remarkable flight to Eindhoven, Holland, through the co-operation of Qantas and K.L.M. He left Brisbane by Qantas on November 20 and arrived at Batavia, where, after a wait of an hour and three-quarters, he picked up the K.L.M. machine for Amsterdam, arriving in Holland (at Eindhoven by local air connection) on the 29th. He is going back the same way. The journey time by means of these combined services is $3\frac{1}{2}$ days between Brisbane and Batavia, and $5\frac{1}{2}$ days between Batavia and Amsterdam.

Olley Air Service reports quiet but steady traffic over Christmas, a number of flights having been made to Le Touquet and similar places. The managing director of British Continental Airways informs me that on the survey flight, *via* Germany to Scandinavia, the chief pilot, Mr. Morton, and the wireless operator, Mr. Hamblin, were shown the Lorenz system in operation at Berlin, where it was seen and described by a *Flight* representative in January of last year. On the first day the German pilot stated that the weather was not bad enough, and waited until the following morning, when it was really thick! This reverses the usual procedure of "awaiting better weather."

A. VIATOR.

Ratmalana in Use

CEYLON'S aerodrome at Ratmalana, near Colombo, has been used for the first time. A crowd witnessed the arrival of a member of the Madras Flying Club who, accompanied by two passengers, flew from Madras to Ceylon.

Viceregal Transport

AN agreement has been reached between the Government of India and Indian National Airways, under which I.N.A. are responsible for maintaining and operating H.E. the Viceroy's four-engined Avro 642 *The Star of India*. Under the same agreement Indian National Airways will also continue to maintain and operate the Government of India's triple-engined Avro Ten.

A Misr Airwork Extension

A NEW service has been opened by Misr Airwork between Alexandria, Port Said, Cairo, Minia and Assuit for the benefit of the cotton fraternity and to enable passengers to fly direct from Alexandria to Palestine. This is made possible by the connection at Port Said with the Cairo-Haifa service. The Upper Egypt service will not be immediately reopened since the international situation has played havoc with the tourist industry.

A D.H. Trio for Turkey

UNDER their three-year plan to connect the more important towns by air services, the Turkish State Airway Exploitation Administration, which is virtually an offshoot of the Turkish Ministry of Transport, has ordered three De Havilland Rapides. These they will put on a service between Stamboul and Ankara (or Angora), calling en route at Eskishir.

The machines will be seven-seaters, will have lavatory and luggage compartment, and are to be fitted with Marconi wireless equipment—the first British wireless apparatus to be specified in a Turkish aeroplane. The Rapides will form the nucleus of a large fleet, additional units of which are soon to be ordered.

Illuminations at Blackpool

ON behalf of the Air Ministry, Major Mealing and Mr. Courtney held a private interview with representatives of Blackpool Corporation on December 18 with regard to the two aerodromes, owned by the Corporation, at Stanley Park and Squires Gate. The local authorities propose to make one of the aerodromes into a "Class A" airport, complete with night landing facilities.

As a result of the interview, the Squires Gate ground is to be surveyed in order to find if it is suitable for the purpose. The Corporation are negotiating with Blackpool and West Coast Air Services, who operate from Squires Gate, for the acquisition of the lease.

Lockheeds for "Lot"

FOUR new Lockheed Electra 10A machines have been bought by Polskie Linie Lotnicze ("LOT"). They will be put into service on the mail and passenger routes which serve the area from the Baltic to the Aegean sea. The first machine of the batch was delivered to Polish officials at New York on December 3, and was shipped to Poland. Delivery of the remaining three will be made immediately. Wasp Junior engines of 400 h.p. are specified for the machines, each of which carries ten passengers, two pilots and 500 lb. of cargo. The cruising speed, on 75 per cent. power, is 195 m.p.h.

Zeppelin Transatlantic Plans

IT appears now to be certain that the L.Z. 129 will be ready to take the air before March and that work will be started on another ship, the L.Z. 130, as soon as the 129 has left Friedrichshafen. Several trial trips, including one between Lakehurst, New Jersey and Frankfurt, will probably be made before she joins the *Graf Zeppelin*, which is now laid up for the winter, on the regular South Atlantic service.

The mention of Frankfurt is explained by the fact that, as reported in *Flight* early in 1935, the D.Z.R. will shortly be making this the European terminus, and a large shed is in course of construction there. In due course, too, the South American terminus will be Rio de Janeiro and not Pernambuco.

Ex-Heston

MR. J. A. LAFONE is to succeed Mr. J. J. Parkes as manager of the technical services department of Airwork, Ltd. He originally joined Airwork as assistant to the service manager in the summer of 1930, and has since served for three years with its associated company in Egypt.

A D.H.89, last of the fleet of seven air liners supplied to Misr Airwork, left Heston on December 13 on its delivery flight. The pilot was Mr. E. G. Parsons, who has for some years been on the instructing and air line staff of Misr Airwork. He is accompanied by F/O. N. Samuels, who is joining that company as a pilot, and by Mr. Kimberley, who will take up a position as ground engineer, for which he has gained the necessary licences at Heston.

A Mr. Drew has occasioned the latest panic scramble by Heston air taxi. He missed his train, and consequently his boat to America, on a recent Sunday. On the following day he appears to have sunk into comatose meditation on Kismet and the punctuality of British railways, to awake on Tuesday to the fact that the *Majestic* was sailing at noon and that he had missed the train again. Then he bethought himself of Heston, which he reached in twenty minutes from Dorchester House by an epic piece of traffic penetration, there to find Birkett Air Service ticking over on the tarmac. He caught the boat by forty minutes, and should have had no further opportunity of missing anything for five clear days.